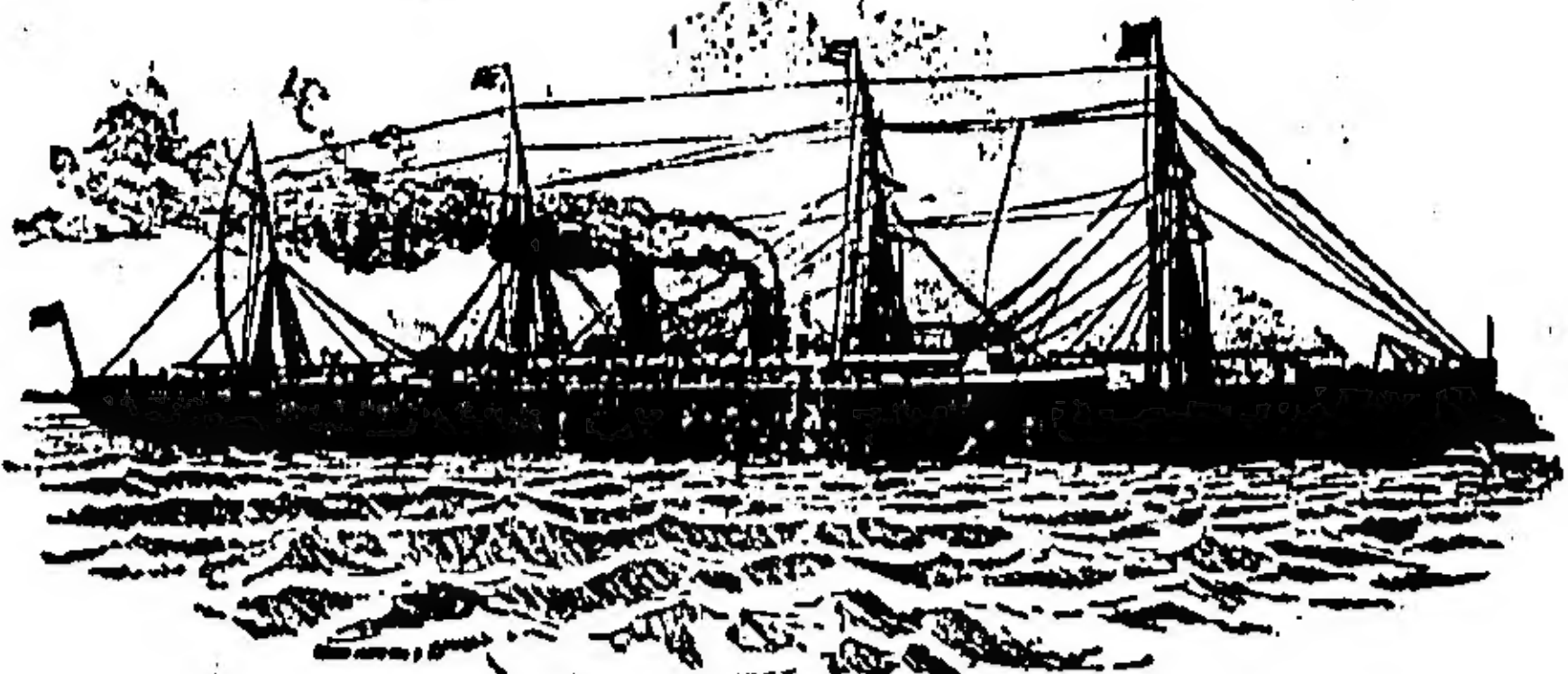






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA" .....	11,276 Gross Tons.	WEDNESDAY, 25th May, at Daylight.
"GAELIC" .....	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA" .....	"	THURSDAY, 16th June, at Noon.
"CHINA" .....	5,060 "	TUESDAY, 28th June, at Noon.
"DORIS" .....	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA" .....	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC" .....	4,352 "	TUESDAY, 2nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

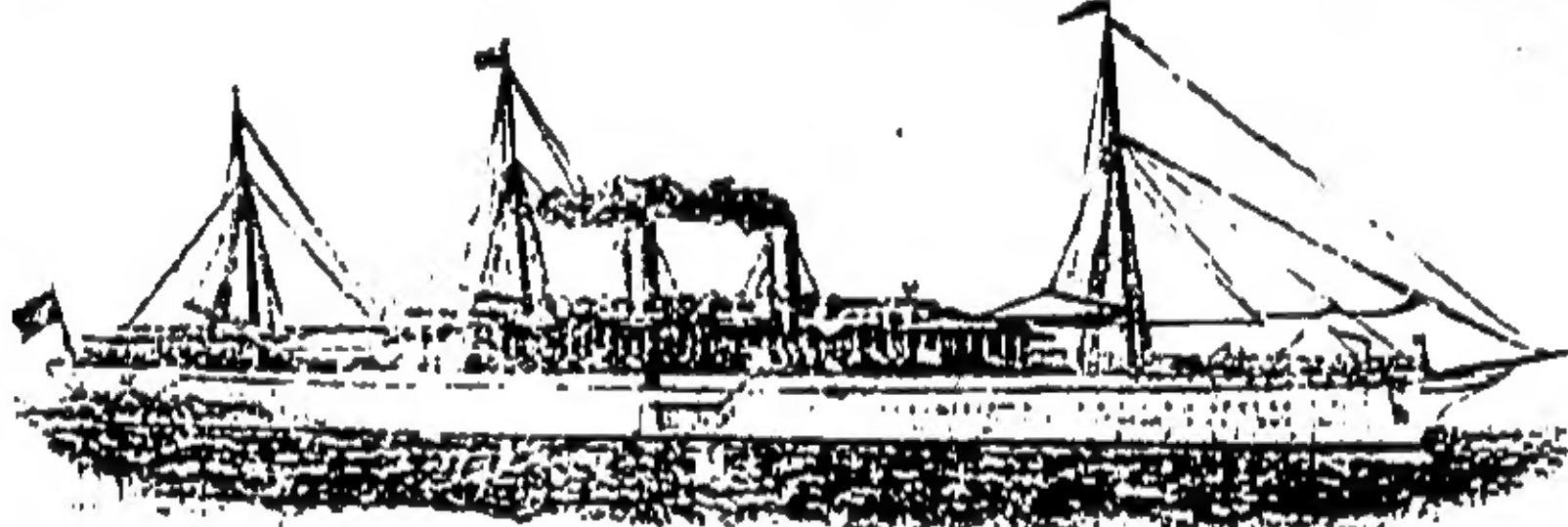
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information in Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 12th May, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "TARTAR" .....

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

Hongkong, 12th May, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG .....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
STRASBURG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGROVIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 7, Queen's Buildings.

Hongkong, 13th May, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DR. M. H. CHAUN,  
27, DES VUEX ROAD CENTRAL, HONGKONG,  
Near the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," ..... 2,361 tons, ..... Captain R. D. Thomas.  
" "POWAN," ..... 2,338 " ..... " G. F. Morrison, R.N.R.  
" "FATSHAN," ..... 2,240 " ..... " W. A. Valentine.  
" "HANKOW," ..... 3,073 " ..... " B. Branch.  
" "KINSHAN," ..... 2,860 " ..... " J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5-30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons, ..... Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7-30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,19 tons, ..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons, ..... Captain J. Willox.  
" "NANNING," ..... 569 " ..... " C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 12th May, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,  
3, DUNDRELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA PORTS	First half of June	SHANGHAI & JAPAN	First half of June
TJILATJAP...	JAPAN	First half of June	SPORE & JAVA PORTS	First half of June
TJIMAHU.....	JAVA PORTS	Second half of May	SHANGHAI & JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.  
Telephone No. 201,  
Hongkong, 10th May, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, JOE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.  
LADIES' SPECIAL TOILET ROOM.  
40) PATRONAGE RESPECTFULLY SOLICITED.

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.

16, DES VUEX ROAD CENTRAL,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 19th December, 1903. [E] 50

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.  
Hongkong, 10th January, 1903. [E] 54

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Wetmore's Building.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes: I and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

THE CHINA AND JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

## HONGKONG EXCHANGE.

## S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

## DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

## ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD

W. STUART HARRISON,

Hongkong, 14th April, 1904.

## BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to  
120 words a minute; completion to  
corresponding speed; \$50, or by instalments  
of \$5, a lesson.

"ADVANCED" LESSONS to completion  
of verbatim speed, \$100, or by instalments  
of \$10 each lesson.

FOREIGN LANGUAGES TAUGHT.  
TRANSLATIONS MADE.  
TYPEWRITING TAUGHT on all makes  
of machines.

MANIFOLDING; DUPLICATING, and  
SINGLE TYPEWRITTEN COPIES for the  
public.

MACHINES (all good makes) for sale.  
EVENING CLASSES in SHORTHAND,  
Typing, English, etc. Hours, 5 to 9 o'clock.  
\$1 per lesson.

PUPILS attended at their own homes, or  
lessons by post.  
CIRCULARS post free.  
WARWICK PERLE, Principal.  
Hongkong (near G. P. O.)  
Canton, 144 Shumuen.  
Hongkong, 3rd May, 1904.

[584]

## CAFE RESTAURANT WEISMANN.

HAVING OPENED HIS NEW  
PREMISES,  
No. 34, QUEEN'S ROAD CENTRAL,  
(opposite Post Office),  
recommends to the Public of Hongkong.

Breakfast from ..... 7 A.M. to 11 A.M.  
Luncheon from ..... 12 P.M. to 3 P.M.  
Dinner from ..... 5 P.M. to 8 P.M.  
Meals a la carte at all hours.

Afternoon Tea a Speciality.

Special Ladies' Room and Retiring Room.

On Parle Français, Man Spricht Deutsch.

Monthly Terms for all Meals can be

arranged.

All kinds of Catering

done at Reasonable Prices.

All Orders Strictly Attended to.

Combined with the above is

THE EUROPEAN BAKERY,

where all kinds of Bread and Cakes are made

by the only European Bakers

in the Colony.

HANS WEISMANN,

Proprietor.

Hongkong, 9th May, 1904.

[602]

DRUGS, CHEMICALS, PERFU-  
MERY, PATENT MEDICINES, ETC.

AND

DISPENSING CHEMISTS.

ADDRESS:

FLETCHER & Co.

THE PHARMACY,

房藥 14, QUEEN'S ROAD CENTRAL, 法中

Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904.

[54]

## AN APPEAL

THE SUPERIORITY of the ITALIAN  
CONVENT CAIRN ROAD, best most  
respectfully to APPEAL to the Residents of  
Hongkong and the "Queen's Road" for their kind  
patronage and support, and desire to state that  
they will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order and Old  
and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superintendents will also be most grateful  
for any PATENTERS who will be made  
into Books for the Children of the Free Schools,  
who are taught by the Sisters.

Hongkong, 2nd April, 1904.



## Entertainment.

THE  
HENRY DALLAS  
MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT,

MONDAY, 16TH MAY,

"KITTY GRAY."

TUESDAY, 17TH MAY,

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO Co., Ltd.

Hongkong, 7th May, 1904. [596]

## Office of Firm.

CANADIAN PACIFIC RAILWAY  
COMPANY.

NOTICE.

FROM this date and during my absence from  
Hongkong, Mr. D. W. CRADDOCK  
will be in charge of this Company's business.

D. E. BROWN,

General Agent.

Hongkong, 11th May, 1904. [609]

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURGTHE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1894. [52]

## Auction.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 16th day of May,  
1904, at 3 P.M., at the Offices of the Public  
Works Department, by Order of His Excellency  
the Officer Administering the Government, of  
One Lot of CROWN LAND, at Hung Hom  
in the Colony of Hongkong, for a term  
of 75 years, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of His Majesty the KING, for one further term  
of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Used Price.
100	Kowloon	100	100	100	100
101	Kowloon	100	100	100	100
102	Kowloon	100	100	100	100
103	Kowloon	100	100	100	100
104	Kowloon	100	100	100	100
105	Kowloon	100	100	100	100
106	Kowloon	100	100	100	100
107	Kowloon	100	100	100	100
108	Kowloon	100	100	100	100
109	Kowloon	100	100	100	100
110	Kowloon	100	100	100	100

Hongkong, 6th May, 1904. [594]

## For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN  
COAL.

Apply to

RITCHIE &amp; Co.,

39, Des Vœux Road.

Hongkong, 22nd April, 1904. [539]

FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPSOF ALL DISPOSITIONS,  
from the best makers.INCANDESCENT  
MANTLES,  
OHIMNEYS,  
GLOBES,  
SHADES, &c.,for  
GASOLINE AND GAS  
LAMPSat the most moderate  
prices.Lamps fixed up for  
Buyers free of charge.Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [51]

## Entertainment.

THE  
ROBINSON  
PIANO

CO., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY  
FINE  
SAMPLES

OF

UPRIGHT PIANOS

RACHALS,  
STUART,

&amp;c., &amp;c., &amp;c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupy-  
ing the space of a Cottage, but with  
the fine appearance and TONE OF A  
FULL GRAND.

Hongkong, 13th May, 1904. [39]

ESPECIAL OLD TOM GIN.  
Marshall and  
Elvy'sDOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vœux Road.

Hongkong, 11th May, 1904. [608]

SEE THAT YOU GET GOOD BREAD  
ON YOUR TABLE.MR. H. RUTTONJEE is prepared to  
DELIVER BREAD in HONGKONG  
and KOWLOON. The Sanitary arrangements  
are as nearly perfect as possible, and the work  
is under constant foreign supervision only.

THE BEST FLOUR IS USED.

BROWN BREAD made from the well-  
known Graham flour. A speciality.Special rates to Hotels, Messes, Clubs,  
Boarding Houses, and large consumers.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 10th May, 1904. [72]

THE HONGKONG  
STUDIO,HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. [1]MEE CHEUNG,  
PHOTOGRAPHER,TOP FLOOR OF ICE HOUSE, 11  
ICE-HOUSE ROAD.[S] now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1903. [15]

## RULERS OF THE WORLD.

LORD WOLSELEY ON THE EMPIRE OF CHINA.

"I feel quite confident—knowing from my  
own experience what a brave and clever fellow  
the Chinaman is—that were I accorded the  
necessary power and given an absolutely free  
hand by the Chinese Government, I could, in  
the space of two or three years, provide the  
Chinese Empire with an Army that would be  
second to none in the world."—Viscount Wolse-  
ley to the *Daily Mail*.The situation in the Far East will have a  
special interest for Lord Wolseley, who, with  
the vast experience of a great soldier and mind  
of a statesman, has long held a profound belief  
in the essential greatness of the people of Asia.The noble message which Lord Wolseley  
has communicated to the *Daily Mail*, especial-  
ly interesting at this moment, calls to mind a  
striking passage in his autobiography, where  
his lordship expresses the opinion that the  
Chinese are the coming rulers of the world."There is no nation, numerically as great  
as China," (his lordship writes), "whose  
customs and modes of life are so generally  
common to all parts of their vast empire. To  
me they are the most remarkable race on  
earth, and I have always thought and still  
believe them to be the great coming rulers  
of the world. They only want a Chinese Peter  
the Great or Napoleon to make them so. They  
have every quality required for the good soldier  
and the good sailor, and in my idle specula-  
tion upon this world's future I have long se-  
lected them as the combatants on one side at  
the great battle of Armageddon, the people of  
the United States of America being their oppo-  
nents."Lord Wolseley has courteously allowed us to  
quote for our readers some interesting pas-  
sages from an article he contributed to the  
*Comopolitan* in 1895, when China and Japan  
were at war; and the following extracts from  
this survey of the Far East at that time are  
again topical to-day.

## THE RISE OF JAPAN.

"When I visited Yeddo and the Ports of  
Japan, in the winter of 1860-61, the country was  
ruled upon the most exclusive Japanese meth-  
ods. The people were held in subjection by an  
hereditary nobility, who ruled them with a  
rod of iron. They were then far behind China  
in all matters connected with sea power, for in  
order to present any communication with  
foreign places, all Japanese junk were, in ac-  
cordance with law, constructed with low, open  
sterns, so that they dared not venture beyond a  
few miles from shore. Besides, while the  
Chinaman had always been a good sailor, the  
Japanese never had been so. But there was  
then nothing apparent to the foreign traveller  
in Japan which foretold the serious changes in  
political constitution and system of govern-  
ment which were impending. The great social  
and political revolutions which brought about  
these changes were effected without any out-  
side help or the pressure of foreign war.""No one can be blind to the enormous  
 strides in progress Japan has made, the im-  
mense reforms she has effected, and the power-  
ful nation she has converted herself into during  
the last quarter of a century. It is a most  
amazing reformation and change from a condi-  
tion of impotence into one of greatness and  
power. History tells us of no similar revolu-  
tion in so short a period. Her rulers have had  
the wisdom to make their progress in military  
and naval power keep pace with their social  
reform and ever-rising mercantile prosperity.  
The result is the creation of a power in the  
Eastern seas that must in future be always  
taken into consideration by Western statesmen."

## CHINA AS A GREAT POWER.

"For the historian it is a point of interest to  
note that while aristocratically governed, Japan  
deliberately and peacefully revolutionised its  
own Constitution from top to bottom, convert-  
ing itself into a powerful monarchy, very much  
upon English lines, the Chinese people, pos-  
sessing no aristocracy, and among whom the  
hereditary principle is practically unknown,  
where no title or position in the State descends  
from father to son, whose ideas are socially de-  
mocratic, have been entirely unable to reform  
themselves, or even to sow the seeds that would  
in time bring forth a harvest of national  
strength.""What are the chances in favour of China  
becoming a great Power in the world when  
this war comes to an end? She possesses—in  
my humble opinion—every essential requisite  
for national greatness, though at this present  
moment she seems to lack the power to or-  
ganise and properly mould and direct the  
energy of her vast population. If Japan were  
able to reform herself within and without when  
under no pressure, why should not China do  
so now, when the weakness of her political  
constitution and the absurdity of her out-of-date  
national institutions have become evident to  
even the least educated of her classes?""Whatever may be the form of government  
involved through her defeat, I think it may be  
assumed that she will, without loss of time,  
create a regular army upon European lines. I  
can see no limit to the size of the army she  
could raise, and, according to my estimate of  
the fighting qualities of her men, I think it  
ought to be the first army in the world. Indeed,  
I can see no reason why in the next few  
generations it should not, if properly led, turn  
out of Asia every European Power now hold-  
ing territory there."

## THE CHINESE SOLDIER.

"Few races could make better soldiers than  
the Chinese would if under British officers,  
and when once their army had been thorough-  
ly trained according to European methods, I  
feel confident that a first-rate set of native reg-  
imental officers would soon come into exist-  
ence. But before this desirable end can be  
accomplished, there must come about a com-  
plete change of feeling on the part of the peo-  
ple towards the men who have to fight their  
battles for them on land and sea. In Japanthe soldier has in all ages headed the list in  
the scale of social precedence, and he has  
always been esteemed by all classes. But the  
reverse of this had been the case in China,  
where the soldier has long been, and is, conse-  
quently, universally despised. This contempt  
with which the Chinaman has for generations  
viewed the soldier's profession has been in  
itself a complete bar to military efficiency.  
The father would not put into the army the  
son who, he thought, possessed sufficient  
ability to command success in any other walk  
of life. Indeed, it was only when we may fairly  
call the rubbish of the nation who ever be-  
came officers in the Chinese Army. The rank  
and file have for ages been drawn from the  
lowest, most idle, and most dangerous class in  
the Empire."

## THE HAND OF A NAPOLEON.

"I believe the Chinese people possess all the  
mental and physical qualities required for  
national greatness. They love the land of their  
birth with a superstitious reverence; they  
believe in their own superiority, and despise  
all other races. They are fine men, endowed  
with great powers of endurance, industrious  
and thrifty, they have few wants and can live  
on little, and that little poor food. Absolutely  
indifferent to death, they are fearless and  
brave, and when well trained and well led  
make first rate soldiers. I have seen them  
under fire, and found them cool and undismayed  
by danger. If they were provided with a small  
proportion of English officers, and were  
organised as the Egyptian army has been by  
us since 1882, their army would soon be,  
according to my opinion, one of the finest.""This hardy, clever race, whose numbers are  
to be counted in hundreds of millions, needs  
only the quickening, guiding, controlling hand  
and mind of a Napoleon to be converted into  
the greatest and most powerful nation that has  
ever dictated terms to the world! But a  
Napoleon does not always appear when  
wanted."—*Daily Mail*.

## To Let.

TO LET.

FIRST-CLASS FURNISHED ROOMS,  
with or without Board, close to Post  
Office and Banks.

Apply to—

N. N.,

No. 98, this Office.

Hongkong, 9th May, 1904. [599]

TO LET.

N. O. 1, RIFON TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing  
Race Course.FLATS in MORETON TERRACE, facing  
Polo Ground.OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

"ROSENKRANTZ," KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 6th April, 1904. [462]

TO LET.

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 25th April, 1904. [554]

TO LET.

N. O. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

WILD DELL BUILDINGS, No. 147,

WAN CHAI ROAD, comfortable and  
airy flat of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49]

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN &amp; Co.

Hongkong, 27th April, 1904. [559]

TO LET.

N. O. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LD.

Hongkong, 5th February, 1904. [218]

**SAVARESSE'S**  
**SANDAL**  
**CAPSULES**

Not made of Cellulose, most efficacious, because  
absolutely pure and harmless.

Full directions. All Chemists.  
Insist on Savarasse's.

## Entertainment.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.A special feature is made of full and accur-  
ate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.Special attention given to effectively display-  
ing advertisements.The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

Two months.....7.50

One month.....13.00

Three ".....20.00

Six ".....37.50

Twelve ".....73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 ".....10 "

12 ".....25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage:

\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement:  
can be ascertained from the Manager.Advertisements for the Daily should reach  
the *Hongkong Telegraph* Office not later than  
noon of the day they are intended to appear.Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap atTHE HONGKONG TELEGRAPH  
OFFICE.Estimates given for all classes of work on  
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## HONGKONG METEOROLOGICAL

## SIGNALS

A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not neces-  
sarily imply that bad weather is expected. The  
signals are as follows:—A cone point upwards indicates a typhoon to  
the North of the Colony.A cone point upwards and drum below indi-  
cates a typhoon to the North-East of the Colony.A drum indicates a typhoon to the East of  
the Colony.A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.A cone point downwards indicates a typhoon  
to the South of the Colony.A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.A ball indicates a typhoon to the West of  
the Colony.A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.The above signals will, as heretofore, be  
hoisted only when typhoons exist in such posi-  
tions or are moving in such directions that in-  
formation regarding them is considered to be of  
importance to the Colony or to shipping leav-  
ing the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on H  
M's Receiving Ship.

## LOCAL STORM







## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 11th May.

Russia has declared cotton contraband of war, because it is used in the manufacture of explosives.

The *Daily Chronicle's* correspondent at Shanghai wires that three divisions of the second Japanese Army Corps, which were being pushed up quickly to co-operate with General Kuroki's force, have defeated the Russians with great loss at Wafungien. The Japanese artillery was splendidly handled.

It is stated in St. Petersburg that the restoration of the communication with Port Arthur was due to General Stovessell's having successfully engaged the enemy. The General Staff have no confirmation of this.

LATER.

## The Japanese Loan.

The Japanese loan of £5,000,000, was issued to-day at 93½. Viscount Hayashi appeared on the floor of the Stock Exchange as the prospectuses were distributed and received a great ovation. The premium rose to 3½.

## The New Russian Loan.

Foreign tenders for the Russian loan are arriving in Paris. The form of issue is still undecided but will probably be a first issue of £24,000,000, and later of £8,000,000.

## Sale of Chilean Cruisers.

The Chilean cruisers *Esmeralda* and *Chacabuco* have been sold to a New York firm.

## British Interests at Newchwang.

Earl Percy said in the House of Commons that the British Consul at Newchwang had not requested that a gunboat be sent to the port to protect British interests, which Britain had requested the belligerents to safeguard.

## The Tibet Expedition.

The *Times'* correspondent at Gyantse wires that the Chinese Commissioner Ma deliberately concealed the Tibetan plot to attack the British Mission on the 5th instant. Mr. Parr of the Chinese Customs, who is Joint Commissioner with Ma, narrowly escaped death; all his servants were butchered.

## MINING PROSPECTS IN BRITISH NORTH BORNEO.

*Appropos* of the departure of Mr. G. H. Hone and other prospectors of the B. N. B. Syndicate what progress has the Mineral Syndicate made and what is the hope for the future? These are questions of some moment, for if nothing has been done of late then investment is sure to be checked and depression intensified. Pessimism, however, is not so general as was the case a few months ago. This change has come from the healthier condition of the industry caused by developments of manganese ore at Marudu Bay, where energetic work is being carried on by Mr. J. C. Robertson, another representative.

Concerning the manganese deposits we publish elsewhere a valuable extract from the Report of Mr. J. C. Head, F.C.S., F.I.C., who is quite sanguine that by the systematic prospecting of the Marudu Bay District and the opening up of the already located deposits further valuable finds will assuredly be made. From the present state of the developments, with no surveys of the various deposits, no correct estimate may be formed of the ultimate quantity of available manganese ore, though it is calculated that the first year of operations should produce 25,000 tons of good marketable ore. After that time, provided the working of other localities be continued, an output would be available of something like 40,000 tons annually, and this, say, for the next twenty-five years. Considering, therefore, the many thousands of tons of ore reported to be exposed on the surface; the very considerable area over which good ore has been proved to exist; the indications already afforded by the opening up of the present located deposits; that the ores in this district are invariably free of impurities; added to the fact that a railway is being made to Tanjong Batu, where a pier has already been completed, the outlook is nothing if not propitious.

It is at the Labuk District that the next metallurgical triumph is looked for, and it is an open secret now that a rich deposit of iron ore has been revealed by Mr. J. Saxton, an experienced mineralogist, in the vicinity of the Bidu Bidu hills. The District Officer at the Labuk, Mr. G. C. Irving, informs us that the deposit, which extends three miles northward, is exposed to view all over the surface of the hills and is considered of sufficient value to justify the immediate formation of a company to work it. Naturally, great preliminary expense must be expected in establishing transport, as the Labuk River above Parenchangan is but a succession of rapids, which would by no means facilitate getting the iron ore to the coast. In fact communication with Sandakan would probably necessitate the construction of a railroad. At present a sample of this rich ore is on its way home to be assayed by experts, and upon the quality being confirmed immediate action may be expected. So that Mr. Saxton, who has returned to England with others who have been prospecting for the B. N. B. Syndicate, is to be complimented for having marked an interesting advance in the mining metallurgy of British North Borneo.—*British North Borneo Herald.*

## THE WAR.

## WAR FUND.

(1) Providing additional comforts in Hospital treating all sick and wounded from the War.  
(2) In aid of the families of Japanese killed in the War.  
Mr. J. R. M. Smith, the Hon. Treasurer begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged ... \$25,834 25  
H.E. Mr. F. H. May, C.M.G. ... 100  
R. Ponsonby ... 25  
Boys, Queen's College ... 197.10  
English Staff, do. ... 110  
Chinese Staff, do. ... 37.50  
"Hongkong Daily Press" ... 100  
\$16,404.25

It is reported from London that a Russian coasting steamer, recently captured by the Japanese, has been pluckily re-captured from the prize crew. The steamer was seized by a Japanese cruiser early in the war, and a prize crew of eight was placed on board, with instructions to navigate the prize to a Japanese port. The Russian captain, speaking in the East Honian language, which the Japanese could not understand, arranged with his crew to effect a rescue. At a given signal the crew rushed upon the Japanese, seized them and threw them overboard, with the exception of two officers, who were made prisoners. The captain then steered for Vladivostok, where he arrived safely with the prisoners.

Russian details of the disaster to the *Petrovsk* state that the battleship was retiring before a superior force of the Japanese, and preparing to re-enter Port Arthur. While the Admiral and the crew were breakfasting, the boilers suddenly exploded, and the magazines blew up immediately afterwards. The water rushed in through huge gaps in the hull, and the ship capsized. None of those between decks escaped. Those precipitated into the sea who could swim were rescued by torpedo boats. The Grand Duke Cyril and the captain of the vessel (Captain Yakovlev), who were on the bridge, were thrown against the iron stanchion, the captain being killed. The Grand Duke, who was almost stunned, and was badly hurt on the head and legs and burnt on the body, clambered to the deck and plunged into the sea, where he clung to some wreckage for twenty minutes till rescued by a torpedo boat. Admiral Togo's fleet on the horizon witnessed the disaster.

## JAPAN'S TRIUMPH.

The triumph of Japan—that, says Mr. Henry Norman, author of *The Far East*, is the end of the war, which apparently British statesmen and British people regard as safe and, on the whole, satisfactory issue. Mr. Norman believes that no greater mistake could be made. "The triumph of Japan over Russia," he says, "would mark the beginning of a new era in world affairs. For the first time in modern history an Asiatic race would have conquered a Western Christian race—and the victory would be all the more remarkable in that it had chiefly occurred on the sea, the great field of Western power. The prestige of the West as against the East would be broken. There is not an Oriental nation that would not feel that a new era had dawned—that the injustice and oppression of ages was now about to be destroyed at last."

In every bazaar in India, from end to end of China, in tent and tea-house throughout Central Asia, in Afghanistan, in Siam, in the Philippines, in Arabia, in Egypt, in Turkey, the heaven of unrest, of hope, of the always smouldering enmity to the Western man, would seethe and swell. In Asia all native eyes would turn to Japan. Japan's eyes turn first to China, and with the enormous prestige that the defeat of Russia would have given her she would mould China to her will.

A Chinese civil service, a reformed Chinese Government, and law and education and finance would grow under her fostering care and her wise guidance—all excellent. Then would grow, too, first a Chinese army, and then a Chinese navy—still under Japanese control. The Western Powers would be growing uneasy by this time, and would be protesting and inquiring. But it would not be an inviting task to coerce Japan into ceasing to educate China. "You encouraged me to adopt Western ideas," Japan would say, "why should not China be allowed to make progress also?" And there would be no answer.

Then would arise the cry some of us have long foreseen: Asia for the Asiatics. Then would be the end of Western domination in the Far East. Europe would be there on sufferance. Some may think that this would be just; the countries of the world to the people who live in them. Against this must be set the question whether the restriction of Asiatic predominance over half the world would make for the higher development of the human race.

## HONGKONG AS A TRADE CENTRE.

## REPORT BY MR. SUTTON.

Mr. J. B. Sutton, Commercial Agent for New South Wales in the East, has furnished to the Minister for Mines and Agriculture an interesting report on the prospects of trade at Hongkong, from which the following extracts are taken:

Hongkong, being a free port, it is very difficult to obtain detail certificates, but since my arrival in the East I have seen quite sufficient to convince me that Hongkong is one of the most important trading centres in the East, and increasing each year at a very rapid rate. An estimate for the year 1903 equals £60,000,000. I wish to impress specially upon our New South Wales commercial community the great value of Hongkong as a centre for our products and trade generally, and being a British port there is no reason why we should not succeed.

During my time in the East I have made a special study of Hongkong trade, and have

been ably assisted by prominent officials and leading merchants. I, therefore, invite special attention to the following, and trust that the information herein contained will be of interest and the means of increased trade.

UNRIVALLED STEAM COMMUNICATION.  
Hongkong possesses unrivalled steam communication. During the year 1903 the total tonnage of shipping increased by over 3,000,000 tons, and at no period has the yearly shipping shown a decrease compared with the previous year.

On all sides it has been remarked to me that the Americans and others are rapidly getting a footing in connection with products that could easily be supplied from Australia. I have therefore, especially devoted my attention to the reasons for the preference being given to foreigners, and hope that New South Wales will benefit thereby, and adopt the same methods, otherwise we cannot expect to succeed as others do.

Flour.—The trade of this article is practically in the hands of the Americans, and it is estimated that the imports reach a very high figure; in fact during 1903 over 1,000,000 tons were distributed to local centres from Hongkong, apart from Hongkong requirements.

Attempts have been made to bring flour from Australia, but without success. The American millers have succeeded through no reason but a close study of the exact requirements and prejudices of the Chinese, who are the real consumers of the bulk of the imports. During the last few days I have personally witnessed over 300,000, 50lb. sacks unloaded from two steamers from Seattle and Frisco.

AUSTRALIANS V. AMERICANS.  
It is the general opinion that, given equal chances, New South Wales millers are in a better position to compete with the Americans, in consequence of the distance from Sydney to Hongkong being much shorter than from the American ports; freights are also now much cheaper from Sydney than is the case with America. The rate of freight from Sydney is quoted at 12s 6d per ton of 2,000 lbs., but it is thought that 10s per ton could be obtained for large consignments. Previous to February, 1904, freights from the Pacific slopes were quoted at 12s per ton, increased to 16s in February, and now a further increase to 20s per ton for March shipments. New South Wales millers have, therefore, this important item in their favour, viz., about 10s per ton less freight, and every advantage should be taken of it. The point to be studied is the f.o.b. price of flour, the best way of presenting it to buyers, and the best way of financing the transactions in order to harmonise with existing customs, and which I most respectfully mention must be respected, for the peculiarities and prejudices of the Chinese must be given full consideration.

(1) Flour, to sell well in this market, should not exceed in price £6 15s to £7 10s per ton of 2000lb., or 40 quarter-bags. This is the average price of the American flour now selling in this market, and of the standard quality.

To introduce the trade, it may be necessary to ask buyers a few cents less per ton than quoted above, at all events at the beginning of the introduction, and also due regard to the following, viz.:

(2) Whiteness is a very important factor. A flour, to sell well, should be as white as it is possible to produce it, and packed in 50lb. cotton bags (49lb. net of flour), and few spare empty cotton bags sent with each consignment, so that burst bags could be refilled (when unloading, bags are liable to get a little rough handling). The sacks in which the flour is packed should be rectangular in shape, about 31 inches by 15 inches.

(3) Gluten contents is another very important factor, and must be taken into account, from the fact that the Chinese attach very much importance to it, and take the wet gluten as a basis in their calculations, 32 per cent. gluten being the average standard. This test is applied by every purchaser, and while it is rather crude, it is nevertheless the only method that the Chinese will adopt.

(4) It is of the utmost importance to have trade, or registered, marks (called "Chops" by the Chinese) for each grade of flour, and to always give the same standard of quality for each grade, or standard mark, as any inferior quality being shipped under any particular brand is likely to destroy for all time the trouble bestowed on the introduction in the first instance.

(5) The Australian patent roller, or straight grade, is too good for the Hongkong market, and there is not much chance of its introduction at anything like a high figure, but if this flour can be supplied at anything like reasonable prices, owing to the reported good harvest in New South Wales, there are prospects of business at Hongkong, but for large orders we must produce a flour of slightly inferior quality, and in large quantities.

(6) To introduce our flour, and burst up the American flour monopoly, New South Wales millers must be prepared to sacrifice a little, and adopt the same plans as the Americans, and not to send small hand musters by post as samples, as they are absolutely useless. The miller must send at least five tons, so that proper distributions can be made to likely buyers. The American millers send trial shipments of 100 to 200 tons, and some continue to do this for from three to six months. They do not think of making any profit on these trial shipments, but then they come out on the right side in the long run, for once any particular brand gets favourably known, they can always get firm orders at workable limits.

(7) Quotations from New South Wales should always be made per ton of 2000lb., or 40 quarter-bags, free on board at port of loading, exclusive only of freight and insurance; the cost of freight should also be stated at per ton, which is paid on this side to the steamship company. It is always necessary to wire the freight, for the larger the parcel the cheaper the rate. Marine insurance is covered on this side w.a. without limitation with the Union Insurance Society of Canton, Limited.

Soap.—This is an article of increasing value and sale everywhere in China. The quality most in demand, and the brands better known

here, are the English make, "Gossage's," and the Australian "Burford's Brand." New South Wales manufacturers desirous of securing a share of the trade should closely imitate either of these brands in the make-up of the bars, also colour, weight, smell, and mode of packing, etc. The contents of a box should be 20 bars, 50lb. net, dark yellow soap. The price should be about 7s per box c.i.f.; anything over this is considered too high, and due regard must be given to the printing and packing of the cases.

Butter.—This should be done up in 1lb. tins, packed 100 in a case, and to cost 10s. 11d. per tin c.i.f. For local export no other packing or weight of tins is considered suitable for this market. A Melbourne firm have the brand of their butter pretty well introduced into Hongkong and are selling largely. Their tins are so made that there is no bottom; tins can be opened at both ends, and the printing is the same. The ends or flat sides of the tins have a piece of muslin between the butter and the tin. This is important and a close imitation will command a ready sale. I, therefore, invite special attention accordingly.

Stearine Candles.—The consumption of candles is very great. The packing should be six candles to one paper packet. There are four different weights, viz.—84oz., 90z., 120z., and 160z. per packet—but the 84oz. packets command the most requests, and each small wooden case should contain 25 paper packets of candles.

Jams.—New South Wales jams are far superior to those received from England and elsewhere. When visiting some of our New South Wales factories before leaving Sydney, I specially noted the quality of our production, and can, therefore, speak with a degree of confidence. So far as Hongkong is concerned, there is not one brand of New South Wales jam properly introduced to this market. If manufacturers wish to get a footing, they must closely imitate Messrs. G. and E. Morton and Crosbie and Blackwell's mode of packing, size, weight of tins, colour, and paper wrappers, and also put a patent opener with each tin; the labels to be as near as possible of the same size, with, of course, different brands and wordings. If this is done, there is a good market here, also at coastal ports. English jams are quoted at London at from 2s 11d to 4s 6d f.o.b., but the retail price is, of course, much higher in Hongkong (prices at per dozen).

Tinned Meats.—The Americans at present control the market in the Orient, and unless the New South Wales packers can imitate the get-up of the tins, as well as compete with them in price, prospects of business are not bright. To give an idea, 1lb. tins are selling at about 5s 10d per dozen c.i.f., and in some cases 6s per dozen.

Frozen Meat.—Supplies are still being brought in small quantities to Hongkong, but it is looked upon as a growing concern, more especially if the favourable season will cause a fall in the existing prices. The naval authorities require about 1,000,000lb. per annum, but as they cannot at present give definite information it is impossible to furnish quotations.

Sole Leather.—The weight suitable for this market should not be less than 20lb. and upwards for each piece of leather, and the price about 11d per lb. c.i.f.; but at this price only limited quantities can be sold. If a suitable quality of sole leather can be produced at a lower quotation, there is a good demand. All leather should be well tanned, and much harder than that now being supplied.

Lead.—There is an active demand for New South Wales lead at about £13 per ton retail, and the demand is likely to increase.

Old iron, horse shoes, copper, etc.—There is a very good demand and frequent inquiries. A profitable business awaits anyone who will take this business up on a fairly large scale.

Concentrated milk.—There is a growing demand for this milk, but with the exception of Manila, it has not been introduced to Hongkong.

Cold storage.—Cold storage is available, but on a fairly limited scale. At the present, cold storage can be obtained at the following rates:—Butter, 50lb. case 1s. 5d. for the first month, and 10d. for each succeeding month; meat, 1s. 10d. per 100lb. for the first month, and 11d. for each succeeding month.

Should the New South Wales Government not be disposed to establish a depot, I would strongly urge the New South Wales millers to secure a site available for a large mill, bring the grain from New South Wales, and thus cater on the spot to meet the exact requirements of the Chinese. A great future awaits anyone who will act as suggested, by way of a certain market and business on a large scale. Cheap labour is also an important factor.

## THE ANTIQUITY OF KOREA.

The authentic history of Korea begins at a date some hundreds of years anterior to the foundation of Rome. It was in B.C. 1122 that Kitsu, brother of 100 Wang, fled from the Chinese Court, and was elected King by the Koreans. He is said to have taken the Korean etiquette, integrity, agriculture, and rearing of silk-worms, and the spinning and weaving of silk. For the better government of the country he established eight laws, which were so well observed, and no house was barred, theft was unknown, and no house was barred. The capital of the Korean Kingdom, is Seoul, the capital of the port of Chemulpo. It is about 57 miles from the port of Chemulpo. It is situated in a hollow, surrounded by rocky hills, up and down which run the city walls, enclosing an area of about 10 square miles. The interior has three streets, about 60 yards wide, and well kept, but the remainder is a labyrinth of narrow, filthy, uneven lanes. The city was founded originally as far back as 1397.

## THE ITALY OF ASIA.

Korea has been styled the Italy of Asia, and one has but to look at the maps of the two countries in order to perceive how apt is the metaphor. Both peninsulas are about the same shape. Also, each of them is separated from its continent by a chain of lofty mountains; for as Italy is barred on the north by the Alps, so is Korea barred on the north by the range of Taipei-Chan or Great White Mountains. Then Korea, like Italy, has its Apennines—its mountainous backbone running down the centre. Moreover, the western side of the peninsula is like the side of the Alps, the eastern side like the side of the Tiber and of Rome in Italy, the side of the Han-Kiang and of Seoul in Korea.—*St. James's Gazette.*

## THE S.S. "EASTERN."

A large and valuable cargo for the East was secured by the E. and A. liner *Eastern*, which left Sydney on the 20th ult., and arrived at Hongkong this morning. The *Eastern* is one of the newest of the Company's fleet, and her smart and up-to-date appearance has evoked very favourable comment. Her spacious holds are filled with cargo, chief items being 350 tons lead, 40 tons hemp, 400 bales wool, 50 tons flour, 3177 cases potatoes, a quantity of onions (70 tons from Melbourne and 500 cases from Sydney), 313 cases meats, 100 cases frozen rabbits, and 600 boxes butter. The *Eastern* had a full complement of passengers.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... \$665 b.
Nationals	... 18 sa. & b.
Union Insurance	... 550 s.
China Traders	... 60
Cantons	... 205 sa.
Hongkong Fires	... 305 b.
China Fires	... 83 b.
H.K. & Macao Steamboats	... 28 sa.
Indo-Chinas	... 104
China & Manila	... 20 sa.
Douglases	... 36 s.
Star Ferries	... 32 sa. & b.
do. (new)	... 21 1/2 b.
Shell Transports	... 27 1/2 s.
China Sugars	... 145
Raubs	... 6 b.
H.K. & Whampoa Docks	... 212 s.
Kowloon Wharves	... 115 b.
Farnhams	... 11s. 149 b.
Hongkong Lands	... 156 b.
Kowloon Lands	... 35 b.
West Points	... 54 1/2 b.
Hongkong Hotels	... 138 s.
Humphreys Estates	... 11 1/2 b.
do. (new)	... 3 1/2 b.
Green Island Cements	... 26 b.
China Borneos	... 10 b.
A. S. Watsons	... 14 1/2 s.
Hongkong Electric (old)	... 1 1/2 sa. & b.
do. (new)	... 7 1/2 sa. & b.
Providents	... 9 s.
Wm. Powells	... 10 b.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	... 1/9 11/16
Do. demand	... 1/9 1
Do. 4 months' sight	... 1/9 15/16
France—Bank T.T.	... 2 26 1/2
America—Bank T.T.	... 44
Germany—Bank T.T.	... 1 84 1/2
India T.T.	... 135
Do. demand	... 135 1/2
Shanghai—Bank T.T.	... 72
Japan—Bank T.T.	... 88 1/2
Singapore—Bank T.T.	... Nominal
Java—Bank T.T.	... 108 1/2
Buying.	
4 months' sight L/C	... 1/10 1/16
6 months' sight L/C	... 1/10 3/16
30 days' sight San Francisco & New York	... 44 1/2
4 months' sight do.	... 45 1/2
30 days' sight Sydney and Melbourne	... 1/10 5/16
4 months' sight France	... 2 31
6 months' sight do.	... 2 31 1/2
4 months' sight Germany	... 1 89
Bar Silver	... 25 15/16
Bank of England rate	... 3 %

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per chest
Malwa New	... @ 960/1,080
" Old	... @ 1,100/1,160
" Oldest	... @ 1,180/1,230
Patna New	... @ 1,360
" Old	... @ 1,340
Bengales New	... @ 1,330
" Old	... @ 1,320
Persian (Paper)	... @ 880/920

## To-day's Advertisement.

## NAVAL CONTRACTS, 1904-1905.

SEALED TENDERS, in DUPLICATE, will be received by the VICTUALLING STORE OFFICER until Noon on FRIDAY, the 20th May, 1904, for the SUPPLY of T.E.A., CEYLON and CHINA, for the use of H.M. Navy for one year ending 31st August, 1905.

Forms of Tender and further particulars can be obtained at the Victualling Store Officer's Office.

Samples to accompany Tenders. The right to reject the lowest or any Tender is reserved.

Equal quantities of Ceylon and China Tea will be purchased under the Contract or Contracts made for the period named above, viz. for the one year ending 31st August, 1905.

H. S. VAUGHAN,  
Victualling Store Officer.

Hongkong Victualling Yard,  
13th May, 1904. [613]

## To-day's Advertisements.

## HONGKONG HOTEL.

## DINNER.

TO-MORROW (SATURDAY), 14th May.

## MENU.

HORS D'OEUVRES.  
Anchovy Canapes.

## SOUP.

Champion.

## FISH.

Boiled Salmon a la Regence.

## ENTREES.

Charcuterie of Pigeons.  
Lamb Cutlets a la Nelson.  
Macaroni Croquettes and Tomatoes.

## CURRY.

## Brazilian.

## JOINTS.

Roast Ribs of Beef and Horseradish.  
Roast Capon and Bacon.  
Boiled Corned Brisket of Beef.  
Cold Veal and Ham Pie and Beetroot Salad.

## SWEETS.

Packed Chestnut Custard Pudding.  
Glace a la Nesselrode and Cake.  
Fresh Peach Tart.  
Tipsy Cake.

## DESSERT.

## Lemon.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

## "PUNDUA."

Captain C. Willis, will be despatched as above, TO-MORROW, the 14th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 13th May, 1904. [601]

## TO BE LET.

NO. 2, CONDUIT ROAD. 5 Rooms, entrance from Conduit Road and Robinson Road. Rent \$130 a month, inclusive of Taxes.

AND  
No. 2, LEIGHTON HILL ROAD. 4 Large Rooms, all facing the Road, 15 minutes' drive from Clock Tower. Furnished, if required. Very low Rental. Healthy locality.

Apply to—  
AHNETH RUMJAHN,  
62, Queen's Road.

Hongkong, 13th May, 1904. [612]

## Intimations.



THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING



**Shipping—Steamers.**  
**OCEAN STEAMSHIP CO., LD.**  
AND  
**CHINA MUTUAL STEAM NAV. CO., LD.**  
**JOINT SERVICES.**  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

**OUTWARDS.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"VANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**  
FOR STEAMERS TO SAIL  
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "CALCHAS" On 17th May.  
S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 27th inst. from Moji.  
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.  
For Freight, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 10th May, 1904.

**CHINA NAVIGATION CO., LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	14th May.
SHANGHAI	"TIENTSIN"	15th "
CEBU and ILOILO	"WUOHANG"	16th "
SHANGHAI	"WHAMPOA"	16th "
YOKOHAMA and KOBE	"CHANGSHA"	16th "
NINGPO and SHANGHAI	"SHANGHAI"	17th "
MANILA	"KAIPO"	18th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	18th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd June.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 13th May, 1904.

**Hongkong-Manila.**  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.  
All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1080	A. H. Notley	"	"

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO. GENERAL MANAGERS.**  
Hongkong, 7th May, 1904.

**PORTLAND & ASIATIC STEAMSHIP CO.**  
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR  
**PORTLAND, OREGON,**  
OPERATING IN CONNECTION WITH  
**THE OREGON RAILROAD AND NAVIGATION COMPANY.**

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bahle	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, General Agent.**

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.  
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; and Class, \$1; 2nd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$3; Return Ticket, \$5. Return Ticket including 1st and 2nd Class, either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHART—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.  
MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

**HONGKONG-CANTON LINE.**  
THE British Steamship  
"YING KING,"  
Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.,  
No. 215, Wing Lok Street.  
WENDT & CO.,  
Canton Agents.  
Hongkong, 16th April, 1904.

**Shipping—Steamers.**  
**CHINA NAVIGATION COMPANY, LIMITED.**  
**AUSTRALIAN LINE.**  
**REDUCTION IN PASSAGE RATES, From 1st January, 1904.**  
**ALSO REDUCED FARES TO MANILA AND RETURN.**  
STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 1st February, 1904.

**MESSAGERIES CANTONNAISES.**  
**J. TREVOUX & CO.**  
**HONGKONG-CANTON NIGHTLY SERVICE.**  
THE Commodious Steamer  
"PAUL BEAU,"  
Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.  
The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European.....\$8.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese......80  
Deck......30  
The Company's Wharf is at the end of Queen Street, Praya West.  
For further Particulars, apply to  
J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 23rd March, 1904.

**STEAM TO CANTON.**  
THE New Twin Screw Steamers  
Tons Captain  
"KWONG CHOW".....1,300 J. P. MARTIN.  
"KWONG TUNG".....1,238 H. W. WATKIN.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.  
Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1  
The Company's Wharf is a Short Distance West of the Harbour Master's Office.  
SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

**FOR MANILA (DIRECT).**  
THE American Steamship  
"BINONDO,"  
Captain D. Aldam, will be despatched as above, TO-MORROW, the 14th instant, at 10 A.M.  
For Freight, apply to  
BARRETTO & Co.,  
Agents.  
Hongkong, 13th May, 1904.

**NORTHERN PACIFIC LINE.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BUAT COMPANY.**  
Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,606	W. M. Smith	May 21
Tremont	9,606	T. W. Garlick	June 28
Lyra	4,417	G. W. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1

† Cargo only.

**FOR MANILA.**  
The largest, steadiest, and most comfortable steamers for Manila.  
Tremont.....9,606 T. W. Garlick (Ab. June 8)  
Shawmut.....9,606 W. M. Smith.....  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo carried in cold storage.  
For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Queen's Buildings.  
Hongkong, 7th May, 1904.

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
**FOR NEW YORK via SUEZ CANAL.**  
THE Steamship  
"RAS ISSA"  
will be despatched for the above Port, on THURSDAY, the 16th May.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 25th April, 1904.

**Shipping—Steamers.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Roach, will be despatched for the above Ports, on SUNDAY, the 15th instant, at 9 A.M.  
For Freight or Passage apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.  
Hongkong, 12th May, 1904.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship  
"AUSTRALIEN,"  
Captain Verron, will be despatched for the above Ports, on or about MONDAY, the 16th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th May, 1904.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"SUISANG,"  
Captain James Young, will be despatched as above on TUESDAY, the 17th inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 10th May, 1904.

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**  
**司公限有船輪華中**  
FOR MOJI AND SALINA CRUZ (MEXICO).  
THE Steamship  
"LOTHIAN"  
will be despatched for the above Ports, on SATURDAY, the 21st instant, at 4 P.M.  
For Freight, apply at the Company's Offices.  
No. 20, Des Voeux Road.  
J. S. VAN BUREN,  
Superintendent.  
Hongkong, 9th May, 1904.

**REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS)**  
PROPOSED SAILINGS FROM HONGKONG.  
1904.  
About  
"SATSUMA".....3rd June.  
"RICHMOND CASTLE".....15th "  
"ST. FILLANS".....30th "  
"LOWTHER CASTLE".....31st July.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 13th May, 1904.

**Intimations.**  
**"Sanitas"**  
is a non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.  
"Sanitas" Disinfecting Powder is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.  
"Sanitas" Eucalyptus Soap is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.  
**Kingzett's Fumigating Candles** supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

**THE "SANITAS" CO. LTD.**  
BETHNAL GREEN, LONDON, E.

**BIG CURE**  
CURES  
MEN & WOMEN  
BIG C is a non-poisonous remedy for any venereal disease and inflammation, irritation or ulceration of the mucous membranes. Painless. Guaranteed not to re-surface. Permanent cure.  
SOLD BY CHEMISTS.  
Circular mailed on request.  
MADE IN AUSTRIA.  
THE HYGIENIC CO. LTD.  
CHONGKING, CHINA.

**HONGKONG AVERAGE MARKET PRICES.**  
Corrected 26th April, 1904, per 5 Mds.  
**BUTCHER MEAT.**

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	each
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	Set
Mutton Chop—Yeung Pak Kw	45
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chitlings—Chi cheong	7
" Brains—Chi Know	per set
" Feet—Chi Kerk	13
" Fry—Chi Chak	13
" Head—Chi Tau	12
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	each
Pork, Chop—Chi Pak Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	each
" Keok	Set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	6
" Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

**POULTRY.**

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	32
Ducks—Ap	23
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	"
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	"
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	"
Partridge—Che Khoo	"
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	25
Quail—Um Chun	"
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	65
" Hen—Na	54
Wild Ducks, Shanghai, Sul-ap	pair
Teal, Shanghai, Sul Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	"
Apea	per pair

**FISH.**

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	10
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	16
Crabs—Hai	16
Cuttle Fish—Muk Yu	18
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	12
Eels, Congor—Hoi Man Yu	22
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	32
Frogs—Tien Kai	35
Garoupa—Sek Pan	62
Gudgeon—Pak Kup Yu	10
Herrings—Tso Pak	20
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	30
Mackerel—Chi Yu	18
Monk Fish—Mon Yu	34
Mullet—Chai Yu	22
Oysters—Sang Hoo	35
Parrotfish—Kai Kung Yd	14
Perch—Tau Loo	15
Pike—Fa Paw Poong	13
Plaice—Pan Yu	2
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	30

**FRUITS.**

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	60
" Ko	"
" (Chefoo)—Tin Chun Ping	"
" Ko	"
" Small—Hoi Tung	"
" Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng	"
" Heung Chiu	4
" (brides), Macao—San Heung Chiu	3
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Tou	each
Cocoanuts—Yeh Tsz	10
Grapes—Sin Tai Tsz	each
Lemons, China—Ning Moong	4
" Amer—Kun San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	"
Limes, (Saigon)—Sai Kung Ning	7
Moong	each
Mango, Manila—Lui Sung Moong	"
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Tsz	doz.
Oranges, (Canton)—Sang Sheng Tim	"
" Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shut Li	"
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts—Fa Sang	10
Periwinkles Large—Hung Chai	"
Pine-apples, 1st quality—Sheung Poon	6
" 2nd quality—Chung-tang	"
Paw-law	"
Platams—Tai Chen	3
Plums, Swatow—Hung Lai	"
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	"

**VEGETABLES, &c.**

Artichokes, Shanghai—Sheung Hoi Ah	5
Chi Chai	"
Beans, (French) Macao—Oh Moon Pin	7
" Tau	"
Beans, (French), Shanghai—Sheung Hoi	"
Pin Tau	"
Beans, Sprout—Ah Choi	2
Beans Long—Tud Kok	3
Beet Root—Hung Chai Tau	each
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	3
Brassica—Pak Choi	5
Bamboo Shoots—Chook Shun	7
Cabbage, Chinese, com.—Kai Choy	3
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	2
Cane Shoots, bunch—Kau Shun	3
Cauliflower, Large size—Tai Yeh Choi	"
" Fa	"
Cauliflower, Medium size—Cheung Yeh	"
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	"
Carrots—Kam Shun	5
Celery, Chinese—Tong Kan Choy	8
Celery, English—Yeung Kan Chai	9
Celery, White—Pak Yeung Kan Chai	5
Chilies Dried—Con Lat Chiu	30
" Red—Hung Fa	70
" Green—Cheng Lat Chiu	60
Curry Stuff, English—Ka Lee Choi Lin	5
Cucumbers—Cheng Kwa	3
Bitter Squash—Fu Kwa	18
Garlic—Suen Tai	5
Ginger, young—Sun Tsz Keung	"
" old—Lo Kung	4
Horse Radish, Shanghai—Lik Kan	18
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	1
Water Chestnuts—Ma Tai	7
" Mandarin—Kwei Lum Ma Tai	"
Mushrooms Fresh—Sang Cho Kho	"
Onions, Bombay—Yeung Chung Tai	"
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tai	"
Japan—Yat Poon	"
Okroes—Mo Ker	"
Parsley, English—Yeung Un Sai	1
Grados Pea	10
Green Peas—Cheng Tau	5
Privates, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu	"
Tau	"
Japan—Yat Poon Shu Tai	4
American—Fa Ki	"
Foochow—Fuk Chau Shu Tai	"
Macao—Oh Moon	5
Pumpkin—Toong Kwa	2
Railish—Hung Lo Pak Tai	dozen
Rhubarb	15
Shallots—Con Chung Tau	"
Spilage (Chinese)—Paw Ohoi	4
Spinach—Yin Choi	5
Tomatoes—Fan Ker	5
Taro—Wu Tai	3
Turnips, Fan-ti (Long)—Low Pak	3
" English—Yeung Low Pak, piece	"
Vegetable Marrow—Chit Kwa	10
Water Cresses—Sai Yeung Choi	"
Caltrops—Lan Koh	"
Lily Roots—Lai Ngau	5
Yams—Tai Shu	4

**N. A. JOHANNSEN,**  
Acting Inspector of Markets.



## Shipping.

**Arrivals.**  
Kansu, Br. s.s., 1,411, Baddeley, 12th May, Tientsin via Chefoo 6th May, Gen. and Mules.—B. & S.  
Pundua, Br. s.s., 2,156, C. Willis, 12th May, Singapore 7th May, Gen.—J. M. & Co.  
Eastern, Br. s.s., 3,586, W. Ellis, 13th May, Melbourne 12th April, Sydney 20th, Port Darwin 3rd May, and Manila 10th, Gen.—G. L. & Co.  
Empire, Br. s.s., 4,500, B. T. Helms, 13th May, Yokohama 7th May, Gen.—G. L. & Co.  
Wuchang, Br. s.s., 801, E. Finlayson, 13th May, Cebu and Iloilo 9th May, Ballast.—B. & S.  
Haitan, Br. s.s., 1,181, T. S. Roach, 13th May, Foochow via Amoy and Swatow 10th May, Gen.—J. M. & Co.  
Mausang, Br. s.s., 1,644, S. J. Payne, 13th May, Sandakan (Borneo) 8th May, Timor and Gen.—J. M. & Co.  
Dagmar, Ger. s.s., 900, C. Gosewisch, 13th May, Swatow 12th May, Sugar.—M. & Co.  
Lothian, Br. s.s., 3,221, J. C. Williamson, 13th May, Portland, Or. via Yokohama, Kobe and Moji 8th May, Gen.—C. C. S. Co.  
Chupra, Br. s.s., 1,435, J. L. Patrick, 13th May, Rangoon via Singapore 4th May, Kerosene Oil.—Seang Tak Hong Co.

## Clearances at the Harbour Office.

Haitan, for Swatow.  
Lothian, for Portland.  
Wingchah, for Macao.  
Kwongtung, for Canton.  
Paknam, for Bangkok.  
Kampoi, for Saigon.  
Saining, for Wuchow.

## Departures.

May 13.  
Sachsen, for Shanghai, &c.  
Mahlida, for Swatow.  
Kwangshih, for Shanghai.  
Titania, for Shanghai.  
An Pho, for Amoy.  
Artemisia, for Singapore.  
Formosa, for Singapore.  
Kowloon, for Canton.  
Tyr, for Canton.  
Loongang, for Manila.  
Ischia, for Bombay.  
Nigridia, for Moji.  
Kansu, for Canton.

## Passengers arrived.

Per Pundua, from Singapore—1,030 Chinese.  
Per Mausang, from Sandakan—Mr. Wheeler, and 33 Chinese.  
Per Kansu, from Tientsin, &c.—Mr. and Mrs. Osburn, and 10 Chinese.  
Per Wuchang, from Cebu, &c.—Messrs. Hoskyn, Ledward, 26 Chinese and 1 Japanese.  
Per Haitan, from Coast Ports—Messrs. R. W. Andrews, H. Hempel, Misses E. Rodger, N. Rodger, and 299 Chinese.  
Per Empire, from Yokohama—Mr. and Mrs. Doniger, Messrs. J. Doniger, Levy, Dr. and Mrs. Knaggs, Mr. Dowling, Lieut. Comdr. Coffin, and 17 Chinese.  
Per Eastern, from Australian Ports—Messrs. C. R. White, J. A. Jewett, E. E. Bottomley, D. Butterfield, J. Shaw, T. Marrill, N. Emery, Stark, W. H. Wilson, F. W. Bayliss, P. S. Bayliss, Mr. and Mrs. H. C. Owen, Miss Owen, Miss L. Lewis, Messrs. E. Panoos, J. W. Purves, S. P. Garrick, Mrs. Burbury, Mr. J. A. Anderson, Mrs. Hamilton, Messrs. R. M. Hewitt, J. Jackson, Mrs. Grace, Mr. D. Corcoran, Mr. and Mrs. J. Hooper and 5 children, Messrs. O. Pearson, A. W. McLean, J. Hore and T. Allan.

## Passengers departed.

Per Sachsen, from Hongkong for Shanghai Messrs. C. A. O. Reilly, R. Campbell, R. Schwab, Oppenheim, C. J. L. Stewart, F. Schimmelpfuch, D. L. White, O. da Cruz, Lo Cheong Ip, I. V. Remedios, V. D. Remedios, Mrs. Anderson, and Mr. and Mrs. Mahlis. For Nagasaki—Messrs. Robt. Ridgock, Matsui, Niimura, and Mrs. R. Sperber. For Kobe—Mr. Cheong and family, Messrs. Li Hong Wa, Nu Sze Ching, Nu Hoong-on, Mrs. Ohasa and child, Messrs. Asano and Chita. For Yokohama—Dr. Berdes, Messrs. Lum, Tong Chong, Takuichi and F. Zernichow, Mr. Hong Chuen family, Mrs. W. W. Richardson and child.

## Shipping Report.

Str. Wuchang from Cebu—Strong N.E. gales, and heavy thunder storms.

Str. Haitan from Foochow—Light S.W. wind with occasional fog throughout.

Str. Kansu from Tientsin—Had moderate S.W. wind, moderate sea, clear and cloudy weather.

Str. Empire from Yokohama—Moderate S.W. winds, and fine weather throughout, foggy in Formosa Channel.

Str. Eastern from Australian ports—Left Melbourne on 12th ult. and Sydney 20th. A call was made at the usual Queensland ports, and a departure taken from Port Darwin on the 3rd inst. Manila was reached on 10th, and after landing passengers and mails, etc., she left again at 11 p.m. same day and arrived at the Company's buoy Hongkong at 6 a.m. on 13th. Fine weather prevailed throughout, and the passengers spent a very agreeable time on board.

## Vessels in Port.

**Strangers.**  
Aoghin, Ger. s.s., 1,990, G. Schultzen, 3rd May, Bangkok via Koh-si-chang 20th April, Rice and Gen.—B. & S.  
Bergenhuis, Nor. s.s., 2,344, F. H. Svendsen, 12th May, Moji 5th May, Coal.—S. T. & Co.  
Carl Menzell, Ger. s.s., 983, J. Janssen, 11th May, Chefoo 5th May, Beans.—E. A. T. Co.  
Changsha, Br. s.s., 1,463, T. Moore, 12th May, Sydney 14th Mar. Gen.—B. & S.  
Chowtai, Ger. s.s., 1,115, H. Textor, 10th May, Bangkok 2nd May, via Hoihow 9th, Rice.—B. & S.  
Glenartney, Br. s.s., 4,026, J. S. Stevenson, R.N.S. 10th May—Moji 5th May, Coal.—M. B. K.  
Good Hope, Br. s.s., 2,575, J. Harding, 9th May, Barry 2nd Mar., Coal.—G. L. & Co.  
Haitan, Fr. s.s., 377, Andersen, 11th May, Pakhoi and Hoihow 10th May, Gen.—A. R. M.  
Hanoi, Fr. s.s., 739, Merlees, 12th May, Haiphong 7th May, and Hoihow 12th, Gen.—A. R. M.  
Heathburn, Br. s.s., 2,740, H. R. Ketley, 10th May, Moji 5th May, Coals.—B. & Co.  
Ile de Negros, Am. s.s., 200, Laritigen, 7th April, Manila 3rd April, Ballast.—B. & Co.  
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 10th May, Haiphong via Hoihow 7th May, Gen.—J. & Co.  
Kampot, French s.s., 411, Bavy, 12th May, Saigon 7th May, Rice.—Man Fat.  
Loosok, Ger. s.s., 1,020, F. Leuss, 6th May, Bangkok 27th April, Rice and Wood.—M. & Co.  
Mathilda, Nor. s.s., 2,230, H. Taarvig, 4th May, Moji 28th April, Coals and Cement.—M. B. K.  
M. Struve, Ger. s.s., 666, P. Brandt, 11th May, Tamsui 8th May, Amoy 9th, and Swatow 10th, Gen.—O. S. K.  
Paknam, Ger. s.s., 2,084, A. Denker, 12th May, Bangkok 3rd May, Rice.—B. & S.  
Progress, Ger. s.s., 637, F. Bremer, 10th May, Hoihow 8th May, Gen.—S. & Co.  
Rubi, Br. s.s., 1,611, R. W. Almond, 9th May, Manila 7th May, Gen.—S. T. & Co.  
Seward, Am. transport, 1,250, Croxley, 10th April, Manila 16th April.  
Suisang, Br. s.s., 1,776, J. Young, 10th May, Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.  
Taifu, Ger. s.s., 1,063, Ulberfeldt, 10th May, Saigon 5th May, Rice.—Wing Sing.  
Taksang, Br. s.s., 977, W. P. Baker, 11th May, Bangkok 4th May, Rice.—J. M. & Co.  
Tartar, Br. s.s., 4,425, F. W. Evans, 29th April, Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.  
Theodor Wille, Ger. s.s., 2,386, Krutzfeldt, 11th May, Hamburg via Singapore 17th Mar., Gen.—H. A. L.  
Taitianu, Ger. s.s., 1,002, O. Koch, 10th May, Bangkok 3rd May, Rice and Gen.—M. & Co.  
Tweeddale, Br. s.s., Milne, 16th April, Moji 10th April, Ballast.—G. L. & Co.

## Sailing Vessels.

Algoa Bay, Br. sq., 1,111, Title, 4th Mar., Hongkong 15th Feb. Coal.—B. & S.  
Eclipse, Br. ship, 2,078, J. McBryde, 10th May, New York 10th Dec., 1903, Case Oil.—S. O. Co.  
Maria Le, Ital. sq., 1,118, D. Urso, 9th April, Fremantle 7th Feb., Sandalwood.—Order.  
**Steamers Expected.**  
Korea, Japan, P. M. Co., May 14  
Indrapura, Moji, P. & A. Co., May 15  
Australia, Singapore, M. M., May 16  
Tientsin, Singapore, P. & O. Co., May 16  
Tijmah, Macassar, C. J. L. May 18  
Emp. of China, Vancouver, C. P. R. Co., May 23  
Kumsang, Calcutta, J. M. & Co., May 23  
Indrasamha, Portland, P. & A. Co., June 6

## Ships Passed The Canal.

Outward—26th April—Plantaria, Titania, Verona, Segovia, 13th April—Schuykille, Sarda, 16th April—Calphas, Indramayo, Teinkal, Courfield, Silverlip, 20th April—Vindobona, Elaine, Heimald, 23rd April—Australien, Nurnberg, Union, 26th April—Border Knight, Bomberg, 27th April—Ceylon, Flinshire, 29th April—Java, Candia, Armand Bekke, Rhipus, 3rd May—Ambria, Princess Marie, St. Kilda, Tauris, Zieten, 6th May—Helene Rickmers, Glenfarg, Tuckow, 10th May—Alesia, Lowther Castle, Benary.  
Homeward—9th April—Roan, 13th April—Socotra, 3rd May—Albanga, Pak Ling, 6th May—Dionid, 10th May—Siletia, (Aus.) Sambia.

## Arrivals at Home—9th April—Palermo.

13th April—C. Ford, Latia, Kermun, 16th April—Radnorshire, 20th April—Oanfa, Mo-yuna, 23rd April—Gisela, Sydney, 26th April—Macduff, 29th April—Sagami, Glasgow, 3rd May—Glendora, Pelus, Roanoke, Ajax, Sthonia, Armand Bekke, 4th May—Borno, 6th May—Pruisen, 10th May—Konigsberg.

## Hongkong &amp; Whampoa Dock Returns.

H.I.G.M.S. Moew... at Kowloon Dock.  
U.S.S. Monterey...  
Apennine...  
Adamastor...  
Hinsang...  
H.M.S. Janus...  
Fatahan...  
Tak Hing...  
Lothian...

## Post Office.

## A Mail will close for:

Canton—Per Honam, 14th May, 7:30 A.M.  
Manila—Per Rubi, 14th May, 9 A.M.  
Manila—Per Binondo, 14th May, 9 A.M.  
Hoihow and Haiphong—Per Haitan, 14th May, 9 A.M.  
Amoy, Straits and Rangoon—Per Pundua, 14th May, 2 P.M.  
Shanghai—Per Foochow, 14th May, 3 P.M.  
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Empire, 14th May, 5 P.M.  
Kobe—Per Glenartney, 14th May, 5 P.M.  
Bangkok—Per Takang, 14th May, 5 P.M.  
Shanghai—Per Eastern, 14th May, 5 P.M.  
Swatow, Amoy and Foochow—Per Haitan, 14th May, 5 P.M.  
Swatow and Shanghai—Per Footing, 14th May, 5 P.M.  
Haiphong—Per Hanoi, 15th May, 9 A.M.  
Swatow, Amoy and Tamsui—Per M. Struve, 15th May, 9 A.M.  
Canton—Per Kinsan, 15th May, 9 A.M.  
Kongmoon, Kumchuck and Samshui—Per Lintan, 15th May, 9 A.M.  
Shanghai—Per Tientsin, 15th May, 9 A.M.  
Yokohama and Kobe—Per Changsha, 16th May, 3 P.M.  
Shanghai—Per Whampoa, 16th May, 3 P.M.  
Cebu and Iloilo—Per Wuchang, 16th May, 3 P.M.  
Kongmoon, Kumchuck and Samshui—Per Tak Hing, 16th May, 5 P.M.  
Singapore, Penang and Calcutta—Per Sultana, 17th May, 2 P.M.  
Manila—Per Sungkang, 17th May, 3 P.M.  
Ningpo and Shanghai—Per Singan, 17th May, 3 P.M.  
Swatow, Chefoo and Tientsin—Per Kansu, 18th May, 3 P.M.  
Manila—Per Kalfung, 18th May, 3 P.M.  
Manila—Per Zafiro, 21st May, 9 A.M.  
Europe, &c., India, via Tuticorin—Per Chusan, 21st May, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 21st May, 11 A.M.  
Yokohama and Kobe—Per Theodor Wille, 21st May, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 24th May, 5 P.M.  
Europe, &c., India, via Tuticorin—Per Bayern, 25th May, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 1st June, 11 A.M.  
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, 2nd June, 3 P.M.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:

On the 13th at 11.45 a.m. The barometer has risen in China and Japan and fallen slightly in the Philippines.

The northern depression, still moving eastward, is now situated in the Pacific to the east of Kiusiu.

Gradients are moderate upon the China Coast, and moderate N.E. winds may be expected in the Formosa Channel, and moderate to light E. winds in the northern part of the China Sea.

Forecast:—Moderate E. winds; overcast, fair.

May 12 at May 13 at

10 a.m. 4 p.m.

Barometer... 29.84 29.74

Temperature... 80 75

Humidity... 84 94

Rainfall...

## CHINA COAST METEOROLOGICAL REGISTER.

May 12th, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.91	—	N 4	—
Hakodate	—	29.66	—	N 4	—
Tokio	—	29.63	—	W 10	—
Kochi	—	29.63	—	W 10	—
Nagasaki	—	29.60	—	SW 10	—
Kagoshima	—	29.72	—	SW 6	—
Oshima	—	29.80	—	S 6	—
Naha	—	29.81	—	S 2	—
Ishigakijima	—	29.51	—	SW 6	—
Taihou	5 a.m.	29.76	—	SW 2	—
Taiwan	—	29.76	—	W 2	—
Koshu	—	29.76	—	W 2	—
Pescadore	—	29.80	—	SW 2	—
Weihaiwei	9 a.m.	—	57	NW 1	—
Guttsaif	—	29.80	61	82	NW 4 cv
Sharp Peak	—	29.83	75	84	NNW 2 c
Amoy	6.30 a	29.79	75	90	S 1 c
Swatow	—	29.82	79	90	SW 2 c
Canton	—	29.86	74	90	NE 1 r
Hongkong	10 a.m.	29.84	80	84	S 1 c
Victoria Peak	—	—	—	—	—
Cap Rock	—	29.81	—	—	S 3
Macao	—	—	77	—	S 1 cd
Haiphong	—	—	—	—	—
Manila	—	29.84	75	91	od
Bacolod	9 a.m.	—	—	—	NE 3 c
Cebu	—	29.83	83	—	o b
C. St. James	10 a.m.	—	—	—	o

## May 13th, 1904, a.m.

	a.m.	—	—	—	—
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.88	—	NW 8	—
Hakodate	—	30.05	—	N 4	—
Tokio	—	29.94	—	E 4	—
Kochi	—	29.79	—	NE 6	—
Nagasaki	—	29.91	—	NE 2	—
Kagoshima	—	29.87	—	NW 2	—
Oshima	—	29.92	—	—	—
Naha	—	29.93	—	NE 2	—
Ishigakijima	—	29.85	—	S 4	—
Taihou	5 a.m.	29.8	—	E 6	—
Taiwan	—	29.83	—	—	—
Taipei	—	29.83	—	N 2	—
Koshu	—	29.83	—	—	—
Pescadore	—	29.84	—	—	—
Weihaiwei	9 a.m.	—	61	89	ENE 1 cv
Guttsaif	—	30.06	68	82	N 3 c
Sharp Peak	—	29.98	68	82	N 3 c
Amoy	6.30 a	29.94	69	85	NE 4 c
Swatow	—	29.84	75	95	—
Canton	—	29.84	75	95	—
Hongkong	10 a.m.	29.87	77	80	E 2 c
Victoria Peak	—	—	—	—	—
Cap Rock	—	29.84	—	—	ENE 3
Macao	—	29.83	76	—	SE 3 c
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	W 4 b
Cebu	—	29.85	84	—	WSW 1 b
C. St. James	10 a.m.	—	—	—	o

## C. St. James, 10 a.m.

## His Britannic Majesty's Ships on the China Station.

NAME CLASS TONS GUNS L.H.P. CAPTAIN. LAST REPORTED AT

Alacrity	despatch vessel	1,700	—	3,000	Commander O. de B. Brock	en route Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Mrs Bay
Aigrette	sloop	1,050	6	1,400	Commander R. Nugent	Shanghai
Amphitrite	cruiser, 1st class	11,000	16	15,000	Captain Charles Windham, C.V.O.	Mrs Bay
Andromeda	cruiser, 1st class	—	—	—	Captain R. Nelson Ommanney	Hongkong
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander F. M. Leake	Yangtze
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Mrs Bay
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300	—	—
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Hongkong
Esperance	sloop	1,070	10	1,400	Commander Ernest Barton	Hongkong
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Hongkong
Fearless	cruiser, 3rd class	1,580	12	3,500	Commander P. V. Lewis, D.S.O.	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Commander W. A. Carter	Mrs Bay
Handy	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hongkong
Humber	torpedo boat destroyer	1,640	6	3,900	Commander J. D. Daintree	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander J. A. Gregory	Hongkong
Kinsale	river gunboat	—	—	—	Lieut.-Commander G. B. Powell	Yangtze-Kiang
Leviathan	cruiser, 1st class	14,100	—	31,592	Honourable N. G. Stopford	Waiwai
Moorehead	river gunboat	180	2	800	Lieut.-Commander G. G. Webster	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Mrs Bay
Otter	torpedo boat destroyer	350	6	6,300	—	Hongkong
Phaenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Shanghai
Rambler	surveying vessel	825	6	650	Captain Morris E. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Sandakan
Robie	river gunboat	85	2	240	Lieut.-Commander John P. Irwin	West River
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Mrs Bay
Sirius	cruiser, 2nd class	3,600	8	9,000	Captain C. H. H. Moore	Yangtze
Salpe	river gunboat	85	2	240	Lieut.-Commander Davidson	Hongkong
Sparrowhawk	torpedo boat destroyer	355	6			



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,  
at 1 P.M., the Company's Steamship  
"POLYNESIE," Captain Le Coispeiller,  
with Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 16th May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th May, 1904.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship  
"CHUSAN,"  
Captain W. B. Palmer, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
Port for BOMBAY, on SATURDAY, the 21st May,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th May, 1904.

## Extinctions.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rules of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

## Consignees.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE,"

Captain Krütsfeldt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 11th May, 1904.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"SACHSEN,"  
of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 18th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on WEDNESDAY, the 18th instant,  
at 9.30 A.M.

All Claims must reach us before the 23rd  
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 12th May, 1904.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"OLDENBURG,"  
of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 A.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 16th May, at  
9.30 A.M.

All Claims must reach us before the 21st  
of May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 10th May, 1904.

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 6 P.M. FRIDAY, the 13th  
instant, will be landed at Consignees' risk and  
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 12th May, 1904.

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"  
FROM SEATTLE, TACOMA, VICTORIA,  
YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for Countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 8th May, 1904.

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

THE S.S. "OCAMPO,"  
FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed  
that General Cargo is being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Ltd., at Kowloon, whence and/or from the  
wharves delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 13th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 15th  
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 7th May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$6,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$665
National Bank of China, Limited.	47,453	£10	£8	\$250,000 \$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £64.10/- \$38 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$206,872 \$900,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$550
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year-ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 1/2 %	\$100 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$2 1/2 for 1902	7 1/2 %	\$305 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,515	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 £240,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£870 £100,000	£5,380	10/- for 1902	5 1/2 %	\$105
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35,000 \$7,750	\$337	{ \$1.20 for year ending 30.4.03 60 cts. }	{ 3 1/2 % 2 1/2 % }	{ \$12 buyers \$2 1/2 sa. & b. }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$300,000 \$12,175 \$18,000 \$130,113	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135 ex div.
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$400,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	28/- sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited.	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	{ 9 1/2 % 7 1/2 % }	{ Tls. 48 sellers Tls. 47 sellers }
Do. (Preference)	100,000							
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$145 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,632 }	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$25,340	{ \$6 dividend and \$1 bonus for second half year 1903 }	6 1/2 %	\$213
S. C. Farham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	1st. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 150 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$2 for and half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited.	6,000	\$100	\$100	\$1,950,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	{ 6 1/2 % 6 1/2 % }	{ \$105 buyers \$110 }
Do. (Preference)	2,750	\$100	\$100			{ \$7 dividend \$10 div. & \$2 1/2 bonus for 1902/3 }	{ 6 1/2 % 6 1/2 % }	{ \$105 buyers \$105 buyers }
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,989	\$29,915	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$105 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,915			
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$124 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$155 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903 }	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,771 \$20,000 }	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	3,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$99,177	90 cents for 1903	8 %	\$11 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 1/2 a/c 1898		Tls. 25 buyers
Lou-chow-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 1/2 a/c 1898 on 6,000 shares		Tls. 38 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7 03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	6 %	\$25 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$18,800	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{ 90 cents for year ending 30.4.1903 45 cents }	{ 6 1/2 % 6 % }	{ \$13 1/2 buyers \$15 buyers }
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	{ 1/2 div. and 2/- bonus for 1902 making Tls. 3 1/2 for 1903 }	7 1/2 %	Tls. 115 sellers
Shanghai Gasworks Company, Limited	10,616	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,173 }	Tls. 7,548	Final of 37/6 making 52/5 for 1903	7 %	Tls. 400 sellers
Tientsin Waterworks Company, Limited	7,103	£20	£20	Tls. 140,000	Tls. 7,366	Final of Tls. 3 1/2 for 1903	7 1/2 %	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,000	Tls. 10	Tls. 10	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 150 sellers
Hall & Holtz, Limited	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of 2 for half year		Tls. 150 sales
Lane, Crawford & Co., Limited (Shanghai)	21,000	\$20	\$10	\$186,000	\$13,104	Final of \$ 1/2 making \$3 1/2 for 1903	12 1/2 %	\$181 sales
Hongkong Rope Manufacturing Company, Ltd.	2,500	\$100	\$100	none	\$21,582	Final of 37 making \$12 for year end. 29.2.04	10 1/2 %	\$113 buyers
Geo. Fenwick & Co., Limited	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 %	\$140
Hongkong Ice Company, Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$28 sellers
Central Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$20 buyers
Hongkong High-Level Tramways Company, Ltd.	2,000	\$100	\$100	\$45,000	\$4,283	\$2 for second half year 1903	6 1/2 %	\$150 sales
Dairy Farm Company, Limited	1,250	\$10	\$10	\$30,000	\$3,029	\$4 for year ending 30.11.1903	9 1/2 %	\$300
Campbell, Moore & Co., Limited	1,200	\$7 1/2	\$6	\$20,000	\$5,096	\$1 for year ending 31.7.1903	9 1/2 %	\$13 1/2 buyers
Hongkell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$5,500	\$100	\$3 for 1903	8 %	\$37
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	none	\$119	None		\$5 sellers
Do. (Founders)	100	\$10	\$10	\$14,000		{ 90 cents for year ended 31.5.1903 \$10.70 }	{ 10 % 12 1/2 % }	{ \$24 buyers \$210 buyers }
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$1,548	Interim of 70 cents	8 1/2 %	\$16 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$7,053	None		\$5 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 %	\$10 buyers
Maatschappij tot Mijl. Bosch en Landbouw- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly dividend of Tls. 10	13 1/2 %	Tls. 297 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1904	9 %	Tls. 175 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$1.70 for 1903	13 1/2 %	\$20
Do. (Founders)	123							
L. L. Mondon, Limited	7,000	£10	£10	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 4,942	Tls. 4 for 1903	9 1/2 %	Tls. 61 sales
China Brothers, Limited	10,000	\$100	\$100	\$50,000		\$1 div. and 25 cents bonus for half year	8 %	\$135 buyers
Strait Trading Company, Limited	350,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.6.03 }	8 %	\$118 buyers
Wager and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$2 div. and \$2 1/2 bonus for 1903	8 1/2 %	\$62 1/2
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1903	8 %	\$20
Shanghai & Hongkong Dyeing and Cleaning, Co., Ltd.	1,200	\$25	\$25			First year		\$30
Hong China Morning Post, Limited	6,000	\$25	\$25					